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AUTOMOBILE PLANTS COMPLETE PLANS EARLY;  
ORGANIZATION OF MINSK PLANT CRITICIZED

MOSCOW AUTO-TRACTOR ENTERPRISES SET GOALS FOR 1951 -- Moscow, Vechernyaya Moskva, 16 Jul 51

Enterprises of the Ministry of Automobile and Tractor Industry USSR have assumed the following obligations for the remainder of 1951:

In the city of Moscow: To fulfill the plan for commodity production ahead of time, and to turn out above-plan production worth 59 million rubles; to exceed the plan for labor productivity by 1.4 percent and to lower the production cost of articles 0.6 percent beyond the plan.

At the Moscow Automobile Plant imeni Stalin: To turn out above-plan production worth 25 million rubles and to increase labor productivity 1.5 percent above the plan.

In Moscow Oblast: To fulfill the 1951 plan for gross and commodity production by 21 December, to increase labor productivity 2 percent, and to lower production cost of goods 1.3 percent beyond the plan.

At the Mytishchi Machine-Building Plant: To lower the production cost of goods one percent beyond the plan, to exceed the plan for labor productivity by 2 percent, and to save 500 tons of metals and 300,000 kilowatts of electric power.

FULFILLS YEAR PLAN FOR PROJECTS -- Moscow, Vechernyaya Moskva, 2 Jul 51

The Moscow Automobile Plant imeni Stalin completed its year plan for trucks for the construction projects in the first quarter 1951. Now the plant is helping the Minsk and Yaroslavl' Automobile Plants produce heavy dump trucks for the projects.

The pattern-making shop made metal patterns for casting dump truck manifolds and transmission cases for the Yaroslavl' Automobile Plant in a short time, and foundry No 3 cast the needed parts ahead of schedule.

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For the third month in a row, the fittings shop has filled orders of the Minsk Automobile Plant for radiators for heavy dump trucks.

STAKHANOVITE MOVEMENT GROWS -- Moscow, Vechernyaya Moskva, 25 Jul 51

At the Moscow Automobile Plant imeni Stalin, a total of 20 shops and more than 100 large sections have earned the Stakhanovite title. The automobile assembly and testing shop accumulated about 83,000 rubles above the plan last month.

More than 85 percent of the equipment in use at the plant has been put on the socialist maintenance program. More than 1,700 brigades are competing to put out only excellent-quality production. In June, 474 brigades and 45 sections won the excellent-quality title. High-speed metal cutting has been adopted on 1,304 machine tools, and many sections have completely converted to high-speed cutting. Four more shops, the assembly and testing shop, the malleable iron foundry, the chassis shop, and tool shop No 2, have just received the Stakhanovite title.

ADOPTS INNOVATIONS -- Moscow, Trud, 27 Jul 51

In the first half of 1951, 9,729 innovations were brought forward, and savings of more than 19.6 million rubles were made through the adoption of proposals at the Moscow Automobile Plant imeni Stalin. The number of innovators was increased by 863 workers. Kurochkin, a machinist in the woodworking shop, received 1,826 rubles for inventing a tool for putting packing in rubber window frames.

During the month, 473 proposals were made, which will make it possible to save 2,594 tons of ferrous metal, 40 tons of nonferrous metals, 145 tons of mazut, and 6 tons of caustic in the course of the year.

FULFILLS HALF-YEAR PLAN -- Moscow, Moskovskaya Pravda, 27 Jun 51

The Moscow Carburetor Plant, an affiliate of the Moscow Automobile Plant imeni Stalin, has completed its half-year plan.

FULFILLS YEAR PLAN FOR DUMP TRUCKS -- Moscow, Moskovskiy Komsomolets, 31 Jul 51

The Mytishchi Machine-Building Plant has fulfilled its year plan for dump trucks for the Volga-Don Canal project. A supplementary order, received in July, has also been filled ahead of time.

LENGTHEN RUN OF GAZ-51, POBEDA -- Moscow, Pravda, 28 Jun 51

In response to the decision of the Mias Ural Automobile Plant imeni Stalin to prolong the run of its trucks before medium and capital repairs are needed, the Gor'kiy Automobile Plant imeni Molotov has decided to lengthen the guaranteed mileage of the Pobeda car and the GAZ-51 truck.

Already the GAZ-51 goes up to 60 percent farther before medium and capital repairs are needed than the old model trucks, and the Pobeda lasts 23 percent longer than the old type car.

At present, improved designs and production methods are being applied in making dozens of units of the Pobeda and the GAZ-51.

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FULFILLS HALF-YEAR PLAN -- Moscow, Izvestiya, 28 Jun 51

The Ural Automobile Plant imeni Stalin has completed its half-year plan for trucks.

PREPARE TO SERIES PRODUCE 25-TON DUMP TRUCKS -- Minsk, Sovetskaya Belorussiya, 16 Jun 51

The first experimental groups of 25-ton dump trucks designed and constructed by the Minsk Automobile Plant received high ratings from workers at the construction projects, and the plant is now preparing to series produce these trucks. The first great difficulty encountered was the lack of free production space. Technologists proposed that chassis shops 1 and 2 be consolidated, thus freeing the space occupied by one of the shops. The plan for consolidation was worked out rapidly, and all the equipment of four departments was moved during 3 non-workdays.

After the remaining equipment of chassis shop No 1 is reorganized, all the floor space of the shop will be devoted to the production of heavy dump trucks.

TO INCREASE GUARANTEED RUN OF TRUCKS -- Moscow, Pravda, 15 Jul 51

Joining the competition for increasing the guaranteed run of vehicles, the party organization and management of the Minsk Automobile Plant have set plant workers the task of increasing the guaranteed run of MAZ-200 and MAZ-205 trucks to almost double the present figure. In the past year and a half, 70 design and technological improvements were adopted to improve the quality and lengthen the life of these machines.

HIT POOR ORGANIZATION AT MINSK PLANT -- Minsk, Sovetskaya Belorussiya, 20 Jul 51

During 1950 and the first months of 1951, the Minsk Automobile Plant put a number of new shops into operation and reorganized several old ones. This made possible a considerable reduction in the number of type designations of parts and semifabricated parts ordered from other enterprises of the Ministry of Automobile and Tractor Industry under the interfactory cooperative system, and also facilitated an increase in the volume of production.

The plant has done much to improve technological processes. The consumption of basic materials has been reduced by changing the layout of sheet materials. Utilization of ends and trimmings of metal has improved. Types and shapes of metals have been unified and their number reduced by 31.8 percent. The number of innovations proposed and the amount of money saved by adopting them has increased by more than 50 percent. Realization of a series of technical and organizational measures brought a saving of almost of 2 million rubles.

Plant workers are now faced with the task of almost doubling the guaranteed run of the MAZ-200 and MAZ-205 trucks.

The Minsk Automobile Plant failed to fulfill the plan for gross production in 1950 and again in the first quarter 1951.

The amount of production equipment in the plant corresponds, in general, to the planned machine tool power of the plant, but in some shops the coefficient of utilization of equipment is 54 percent, and in some cases as low as 30 percent. Stoppages of equipment are not even recorded, and can only be estimated from the time lost by workers, which runs into tens of thousands of hours every quarter. The main reason for stoppages is late delivery of semifabricated parts from shops of the plant and from outside industrial cooperatives. The main conveyor also frequently stands still because of late delivery of parts by shops in the plant and by outside cooperative plants.

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Part of the universal equipment in the machine shops and stamping equipment in the press shop is not used efficiently because combination dies and fittings which combine a number of operations into one have not been made.

The new malleable iron foundry is working far below capacity and holding up production in the whole plant. The foundry's output of iron per square meter of production space is only one third of the planned output.

The continuous method of production is not carried out in the plant, and interoperation conveyance of parts has not been organized.

Qualifications of workers in some of the shops are very low. In one of the largest and most important shops in the plant, chassis shop No 2, the average qualification of workers is 3.5. [A worker in the fourth category is qualified only to operate machine tools set up by more skilled workers.]

In the first quarter 1951, lost time in the assembly and testing shop made up 29.9 percent of time worked. Similar conditions existed in other shops.

The plant management is very timid about introducing computed progressive technical norms, even though they have been proved effective. In shops where a considerable number of computed technical norms have been adopted, labor consumption of operations dropped 30-40 percent as compared to 1949. Calculation and adoption of computed technical norms is lagging behind the plan. In 1950 and the beginning of 1951, the plant failed to produce a third of the month's program in the first 10-day period of each month, turning out only a fraction of the quota. Last-minute rush methods prevailed at the end of the month.

The cyclical method of technical control has greatly reduced the number of rejects, but they are still high in a number of shops, particularly in the malleable iron foundry.

Some norms for consumption of materials are still high. There is no control of materials consumption in the press and forging shops.

The enterprise unsuccessfully attempted to organize cost accounting in the plant at the end of 1948. A decree was issued and temporary regulations were adopted, but the measures necessary to implement cost accounting were not taken. The shops were not equipped with stock rooms, scales, and measuring instruments. Correct computing of material assets and expenditures, and inventory of uncompleted production were not organized.

In May 1951, a plant conference adopted a decision to make the plant an enterprise of collective Stakhanovite labor. Study and utilization of all production reserves will enable the plant to become one of the leading enterprises of the republic in the near future.

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